

**CODE from page 1A**

Dozens of changes have been made to the previous code, all of which were provided to members of both groups and are available for viewing online at ci.florence.or.us under the tab "Residential Code Update." The Planning Commission was first to act during

the meeting as FarleyCampbell requested commissioners to consider approval of Resolution CC 19-03-TA-01, a proposal to recommend the city council approve the ordinance. There were few questions for FarleyCampbell and, after a brief discussion clarifying changes to the parking space requirements

and other minor details, the Planning Commission unanimously passed the resolution. Public comments were limited, but there was a concern expressed by one of the speakers that regarded the height restrictions in the new code. The desire to limit the height of buildings, particularly in low-density residential zones, was the intent of the proposed limit of 35 feet.

The Planning Commission had previously discussed, at length, future height restrictions and had determined that a 35-foot limit was to be the standard. After a brief discussion clarified the need for a sloped roof to deal with rain and moisture issues, the Commissioners changed their recommendation to allow for a 40-foot, sloped roof in limited situations. Next, FarleyCampbell guided councilors and commissioners through the numerous changes she had identified as needing clarifications. After a brief round of

questions and answers, the City Council voted unanimously to adopt Ordinance No. 7. After a short recess, Mayor Joe Henry made an unscheduled announcement regarding Harlen Springer, Chairman of the Public Art Committee, who has been appointed to the Oregon Arts Commission by Gov. Kate Brown.

The meeting then continued with the consideration and approval of a series of consent items, which included an approval of a liquor license for the Homegrown Public House and authorization was given to Public Works Director Mike Miller to purchase an emergency power generator and a wastewater plant pump for his department, as well as contracting for engineering services related to the North Florence Sewer Project. Action items were next addressed by the council with a short presentation made by Michael Titmus, a member of the Environmental Management Advi-

sory Committee (EMAC), asking the council to apply for the designation of Tree City USA. The council approved the request. City Recorder/Economic Development Coordinator Kelli Weese then requested approval of Resolution No. 26, Series 2019, which would authorize staff to accept a U.S. Department of Agriculture grant for continued support of coastal entrepreneurship programs. This request was approved as was a memorandum of understanding entered into between the Regional Accelerator and Innovation Network (RAIN) and the City of Florence.

The last item of business for the evening was a request from Florence Events Center (FEC) Director Kevin Rhodes to consider having the FEC provide in-house food and beverage services. Rhodes recapped the several ways that the events center has provided food and beverages in the past. He made the case that,

with little capital outlay, the FEC could hire a part time kitchen manager and support staff, which would be a more efficient way of providing food and beverages in the future. After a few questions, the council approved Rhodes' request. This was followed by Administrative Services Director Anne Baker, who presented the Quarterly Financial Report, and other committee reports were entered into the record.

At the end of the meeting, City Manager Erin Reynolds reminded councilors of the many openings on city committees and encouraged the public to attend a meeting of any committee they might be interested in joining. The next Florence City Council meeting is scheduled for Monday, Dec. 16, beginning at 5:30 p.m. at Florence City Hall. The completed revision of the Florence residential Housing Codes can be viewed in its entirety at www.ci.florence.or.us.

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**DMV from page 1A**

after purchase are significant due to traditional long-term fuel costs being much higher than electrical costs. There are also tax incentives in place to encourage EV purchases. There are more than 1.2 million EVs on American roads this year, in comparison to less than 50,000 a decade ago. It is unclear whether hikes in the cost register an EV will diminish the growing public appetite for the cars. "Drivers of more efficient vehicles will pay more to register and renew their tags so they contribute more for use of the roads," ODOT said in a public statement released earlier

this week. "That's because these drivers are contributing much less (or nothing) in fuels tax while driving just as much." This argument was persuasive during the debates surrounding HB 2017, with the bill passing thanks to support from members of both parties on a final vote of 39 to 20. Oregon currently has approximately 27,000 EVs registered. All these vehicles will be eligible to join a program designed to lower the higher registration fees for 2020 — OReGo, a mileage payment and reimbursement system, approved by the legislature's passage of HB 2018, which was designed to allow owners of EVs to pay the increase in registration fees over time. OReGo also permits drivers to monitor their mileage and pay the 1.7 cents per mile ODOT has determined is the proper usage rate for roads and highways in the state. Participation in the OReGo program requires drivers to sign up on the website, providing a digital payment method and Vehicle Identification Numbers (VIN). There are also GPS-enabled options available through two of the vendors contracted by the state to participate in the OReGo program. According to ODOT, "Vehicle registration fees, title fees and other motor

vehicle-related fees, such as fuels taxes and motor carriers' weight-mile taxes, are set by the legislature and help support Oregon's transportation system — statewide and at the local levels. The increased fees are part of the major funding package to improve our state's transportation system and to strengthen our economy." Beginning Jan. 1, vehicle registration fees are increasing based primarily on the combined MPG rating determined by the DMV's VIN decoding software. This software will assign mileage rates for each vehicle registered in the state. Passenger vehicles are eligible for two- or four-year registration.

least partially on battery power and is charged using electricity. • Battery electric vehicles: Run entirely on an electric motor and rechargeable battery. This is also referred to as an all-electric vehicle. • Plug-in hybrid electric vehicles: Combine two propulsion modes in one vehicle. They have an electric motor and rechargeable battery but can switch to gasoline once the battery power is depleted. • Hybrid Electric vehicles: Use a gasoline engine with an electric motor. Although these vehicles have an electric motor and battery, they don't plug in to be recharged. All these types of vehicles will be subject to the change in the registration fee structure that will take effect in Jan. 1. Some increases will be due to the new mileage-based formula for registration and others will be based on the EV fee requirements of the new Transportation Funding Bill. Oregon is not the only state to create an alternate manner to compensate for the reduction in gas tax revenues, as 20 other states have enacted a similar special electric vehicle registration fee. For more information on the changes to the registration structure, which also includes minimal increases in other ODOT fees, see Oregon.gov.

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